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Subject: Testimony on Senate Bill 324 (two minute version), February 4, 2015

When a person spends time and money to drive from Portland to Salem, plugs another \$5.00 into a parking meter, spends hours waiting to testify at a public hearing and then is told to return two days later for an allotted time of two minutes for testimony (reduced from the usual three minutes) CLEARLY THE SYSTEM BROKEN - especially when there are no tax credits to cover the costs of testifying and the sausage being stuffed is all about costly symbolism that would only amount to inconsequential environmental protections.

History clearly demonstrates higher rates of personal mobility significantly contributes to greater economic productivity which in turn generates more family wage and better paying jobs.

Adding a carbon tax and increasing the costs of motor fuels with a new standard will have a negative impact on jobs and slow the economy. One of the primary factors contributing to the most recent recession was high fuel prices. One of primary factors driving the recovery are today's low fuel prices. The European economic model that includes heavy anti-mobility taxes is one reason why Europe's per capita GDP lags well behind the US. The anti-driving, anti-mobility political mindset in Europe is also a contributing factor as to why European incomes are over all lower than in the US.

The legislature needs to acknowledge that automobiles are the preferred mode of transport by the people of Oregon. They vote by driving cars daily. Yet as a component of attempting to dictate alternative travel modes, the majority in this year's session seems hell bent on increasing the cost of living by escalating the price of energy and adding more taxes to gasoline even though most Oregon incomes are flat and not keeping up with rising expenses. One prediction has the price of gasoline at \$5.00 per gallon by the end of this decade.

Hammering drivers with high taxes on motor fuels and then hijacking a portion of the revenues to fund alternative transport infrastructure or fuels is a social engineering inequity. Public transit on average uses more energy per passenger mile as measured in BTUs, and creates more emissions per passenger mile as measured in Co2 than driving a fuel efficient hybrid car. Any transportation funding package must include transit becoming more financially self-sustainable and bicyclists paying for the specialized infrastructure they utilize and lobby for.

Since Oregon does not have any oil refineries and is sandwiched between two states that do, let those states deal with the fuel standards and absorb the costs. Let Oregon's costly fuel standard bask in and vanish in the sunset

With all the hoopla about climate change purportedly being caused by selected human activities, what government fails to address is the elephant in the room: unsustainable population growth and how over population alone is adversely impacting the planet we live on.

Respectfully submitted,

Terry Parker
Northeast Portland,

Motorist – Transit Comparison Chart (as of 2006)

Mode	Highway	Transit
Subsidy per passenger mile	.06 to .09 cents	60.9 cents
Passenger Miles per Capita (2006)	11,258 (auto)	270
Share of Motorized Passenger Miles per capita (2006)		2.2% Portland
Energy Consumption in BTUs per passenger mile	3,700 All Autos 1,659 Prius	3,444 All Transit 3,008 Portland
Pounds of CO2 per passenger mile	0.58 All Autos 0.26 Prius	0,47 All Transit 0.36 Portland
Improvements in Energy Efficiency 1970 through 2006	27.9% Pass Cars 44.7% Light Trucks	-71.3% Busses -29.1% Light & Heavy Rail
Improvements in Energy Efficiency 1984 through 2006	13.6% Pass Cars 22.7% Light Trucks	-28.1% Busses 08.3% Light & Heavy Rail

In January 2007, the Federal Highway Administration sent Metro the following critical comments about the draft metropolitan transportation plan:

- “It is difficult to find the transportation focus” in the plan. “The current focus is about land use and attaining land use goals through other means, specifically controlling transportation.”
- “The plan should allow for highway expansion as a variable alternative. The transportation solution for a large and vibrant metropolitan region like Metro should include additional highway options.”
- “The plan should acknowledge that automobiles are the preferred mode of transport by the citizens of Portland – they vote with their cars everyday.”

Other Notes:

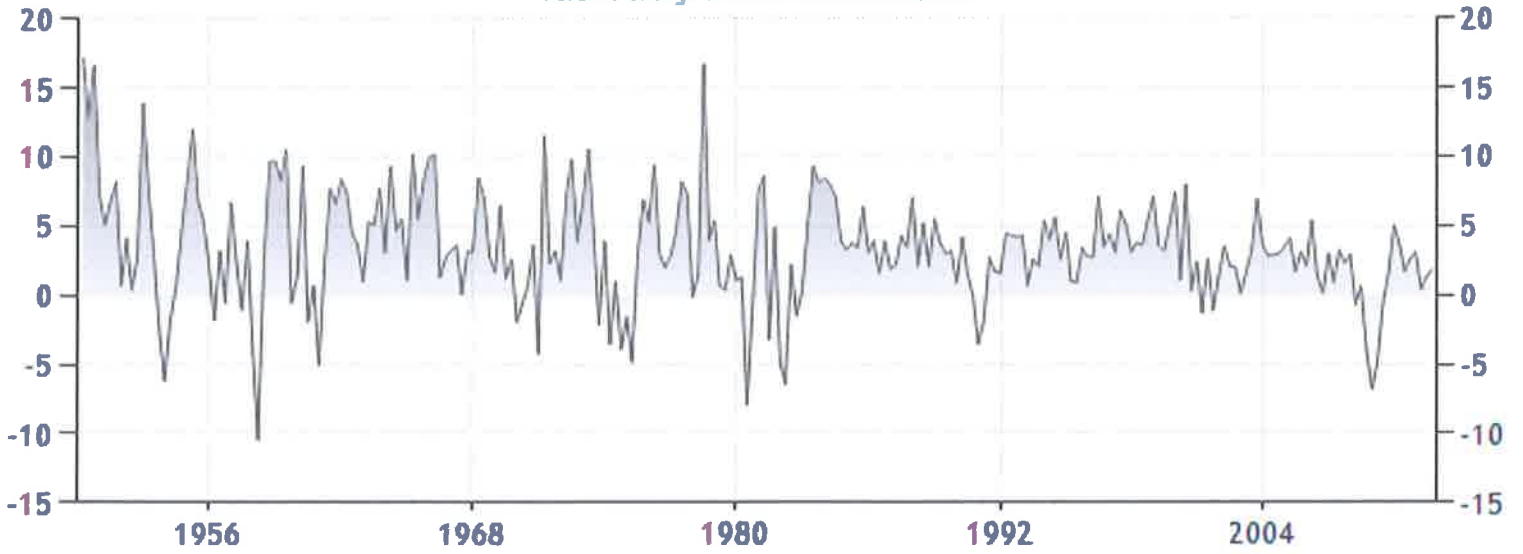
Prior to 1920 American farmers dedicated as much as a third of their land to pasture for horses and other beasts of burden. Between 1920 & 2003, farmers reduced pasture and grazing lands by 244 million acres – much of it land that was reforested.

Europe’s per capita GDP in 2004 was about the same as the US in 1982. Due to anti-mobility taxes, European mobility is more than 50 years behind the US. Per capita auto, bus & rail travel in 2004 were similarly the same as the US in early 1950s. Given the relationship between mobility and incomes, this lack of mobility is likely a major reason why European incomes are over all lower than in the US.

Freight is not carried on transit. Highway capacity improvements also benefit the movement of freight and interstate commerce.

UNITED STATES GDP GROWTH RATE

Percent Change in Gross Domestic Product



SOURCE: WWW.TRADINGECONOMICS.COM | BUREAU OF ECONOMIC ANALYSIS